

YUMA REGIONAL TRANSPORTATION COORDINATION PLAN

*Prepared for the
Yuma Metropolitan Planning Organization (YMPO)*



Final Report

April 2007

YUMA REGIONAL TRANSPORTATION COORDINATION PLAN



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TABLE OF CONTENTS

I. INTRODUCTION	1
II. YUMA REGION OVERVIEW	
The Yuma Region	3
Existing Transportation Providers	5
Unmet Needs	6
The Regional Plan Process	6
Program Priorities and Evaluation Criteria	7
III. COORDINATION PLAN ELEMENTS	
Existing Transportation Providers	9
Assessment of Needs	16
Coordination Strategies to Address Needs	16
Program of Projects Summary	17
IV. REGIONAL PROGRAM OF PROJECTS SUMMARIES	24
APPENDICES	
A. Regional Transportation Coordination Plan Meeting (11/29/06)	27
B. Regional Transportation Coordination Plan Meeting (02/23/07)	35
C. Saguaro Transportation Vehicle Inventory	39

I. INTRODUCTION

The purpose of this document is to address the planning requirement for a *Coordinated Public Transit-Human Services Transportation Plan*. These “*Transportation Coordination Plans*” are specifically mandated in SAFETEA-LU legislation, as well as in subsequent guidance from the Federal Transit Administration (FTA). Beginning in 2007, in order to receive funding under FTA’s Section 5310, Section 5316 and Section 5317 programs, locally derived *Transportation Coordination Plans* must be developed. The FTA also expects Section 5311 and 5307 projects to be included in these *Plans*.

A summary of these FTA programs is provided below.

Section 5310 – Elderly Individuals and Individuals with Disabilities

Provides capital funding for transportation projects that serve the elderly and individuals with disabilities.

Section 5316 – Job Access and Reverse Commute (JARC)

Provides operating, administrative and capital funding for transportation projects that serve low income individuals who need transportation to work or to work-related activities.

Section 5317 – New Freedom

For new programs which provide transportation services which are above the requirements of the Americans with Disabilities Act (ADA).

Section 5311 – Rural Public Transit

Provides operating, administrative and capital funding for public transit projects in Non-Urbanized Areas.

Section 5307 – Urban Formula Program

Provides operating, administrative and capital funding for public transit projects in Urbanized Areas.

In Arizona, the 5310, 5316, 5317 and 5311 programs are managed by the Arizona Department of Transportation (ADOT). Section 5307 programs in small Urbanized Areas (UZAs) also have some, though much less, state involvement.

In order to assist local areas in developing the required *Transportation Coordination Plans*, ADOT has taken a regional approach. Organizations interested in applying for FTA funding were informed that, in order to receive funding, they would need to be included in the *Regional Transportation Coordination Plan* which was being developed in their area. The rural Councils of Governments (COG) and the small Metropolitan Planning Organizations (MPOs) were asked to serve as facilitators in the development of the *Regional Transportation Coordination Plans*. ADOT hired a consultant team to develop the initial Regional Coordination Plans for the regions in 2006 and 2007.

This *Yuma Regional Transportation Coordination Plan* has been prepared for the area included in the Yuma Metropolitan Planning Organization (YMPO) area. It includes four chapters. The first two chapters present an Introduction (chapter 1) and a Regional Overview (chapter 2). Chapter 1 provides a context for the plans and the planning

process. Chapter 2 presents a summary of the YMPO region as a whole, as well as transportation providers in the area. Chapter 3 presents coordination plan elements. Chapter 4 presents a program of projects for the Yuma region. This includes detailed information on each sub-region, including the transit service area, information on existing providers, service gaps, coordination strategies, and a program of projects for anticipated funding requests.

II. YUMA REGION OVERVIEW

The Yuma Region

Yuma County comprises the southernmost part of the Colorado River Valley. Yuma, the county seat, is located just below the confluence of the Colorado and Gila Rivers. The Yuma Metropolitan Planning Organization (YMPO) is the region's MPO. The participating jurisdictions include: the cities of Yuma, Somerton and San Luis, the Town of Wellton, the Cocopah Indian Tribe, Yuma County, and the Winterhaven, California urbanized area (non-voting member). Since YMPO's boundaries extend into California, it is considered a bi-state MPO within the ADOT Yuma District.

YMPO has continued to expand transportation opportunities for residents in its planning area by expanding the service area for the fixed route public transit system, Yuma County Area Transit (YCAT). Since YCAT began service in February 2004, the rider-ship has increased from an average of 9,100 passengers per month to over 20,000 passengers per month. Also, YMPO has added two additional routes to provide service to Wellton/Foothills and the Yuma Valley.

Also influencing trade, commerce, and transportation within the region is Yuma County's proximity to northern Mexico. The City of San Luis, Rio Colorado, Sonora, Mexico is immediately south of Yuma County and San Luis, Arizona in Mexico. YMPO will continue cross-border transportation planning to maximize mobility, economic, and lifestyle improvements through its continued support of the development of the new commercial port of entry (San Luis II) and the rehabilitation of San Luis I in San Luis, Arizona, construction of the Area Service Highway, and the designation of U.S. 95 as the CANAMEX Western Passage.

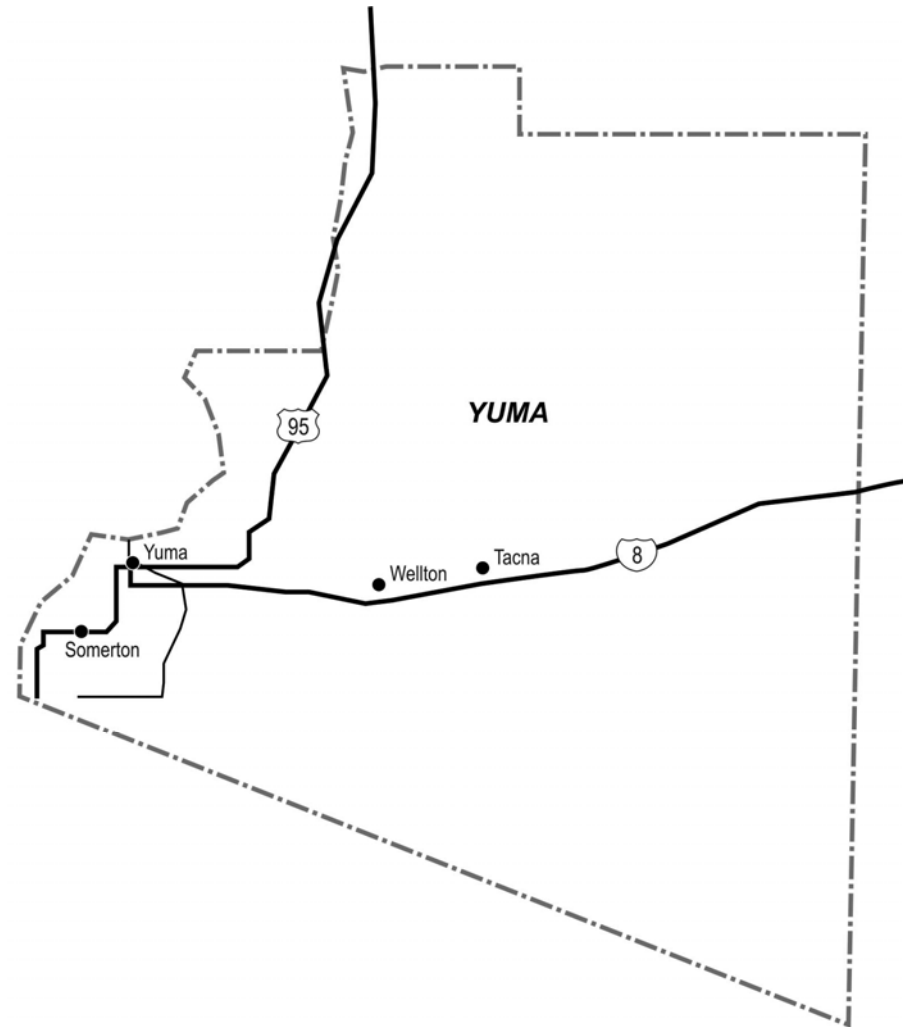


Figure 1
YMPO Region

Existing Transportation Providers

There is one public transit provider serving the Yuma Region, as well as several specialized nonprofit providers. Each of these is summarized below. More detail on each provider is presented in Chapter III.

Public Transit

Yuma County Area Transit (YCAT) – YCAT is the public transit service operating in around the City of Yuma. The service includes both fixed route and complementary paratransit (Dial-A-Ride). The fixed route service began operations in 1999 as Valley Transit but became YCAT in 2004. The Yuma Metropolitan Planning Organization (YMPO) contracts with Saguaro Transportation to operate both the fixed route and complementary paratransit services.

Elderly and Disabled Transportation Programs

Several nonprofit agencies provide specialized client-oriented services in the Yuma area. These agencies are listed below.

Saguaro Foundation – Saguaro Foundation is a nonprofit human services organization serving clients in Yuma County. Saguaro Transportation Services is the transportation arm of the Foundation. Saguaro Transportation Services operated both the fixed route public transit service and the complementary ADA paratransit service, under contract to the Yuma MPO.

City of Somerton – The City of Somerton provides transportation for seniors in the Somerton area, south of Yuma.

City of San Luis – The City of San Luis provides transportation services for seniors in the San Luis area.

Town of Wellton – The City of Wellton does not currently provide transportation services for seniors, but has plans to consider and/or initiate service by 2009.

Catholic Community Services in Western Arizona (CCSWA) – CCSWA has provided Yuma County with a variety of transportation services over the last forty years. Included are services to adult day health, the Safe House domestic violence shelter, meals on wheels and substance abuse counseling.

The EXCEL Group – The EXCEL Group provides transportation based on medical necessity for the elderly and disabled adult customers who are diagnosed as Seriously Mentally Ill (SMI), and/or have physical disability and are eligible for Title XIX services under the Arizona Health Care Cost Containment System (AHCCCS). They provide this service for all SMI consumers in Yuma and La Paz County, Monday – Friday 5:00 am to 7:00 pm and Saturdays from 5:00 am to 9:00 pm.

Regional Center for Border Health – the Center provides medical transportation services for residents of Yuma County.

Yuma WORC Center – The Yuma WORC Center, Inc. is a nonprofit 501(c) 3 agency that has been servicing the needs of individuals with disabilities within the Yuma Community since 1973. They provide employment and work training opportunities such as custodial contracts, bulk mailing services, and confidential document destruction. These services enhance individual's self-esteem and increase their ability to achieve a higher quality of life. This is the only agency in Yuma, La Paz and Mojave Counties that provides these services for individuals with severe disabilities.

Statewide Express – Statewide is a for-profit provider which has over 100 vehicles in Arizona, with approximately twenty-two in the Yuma area. Statewide is an AHCCCS provider for Medicaid non-emergent transportation but also has other clients.

Cocopah Tribe – The Cocopah Tribe currently does not provide transportation service directly but receives service from YCAT.

Other providers include: AAA Transportation, Safe Ride and the Salvation Army.

More detailed information on each of these providers is presented in Chapter III.

Unmet Needs

There are many unmet transportation needs in the region. Based on stakeholder input received at workshops in December, 2006 and February 2007, these include: overflow capacity during certain times of the day for the local service providers, especially in the winter; population growth; local provider service to remote rural areas, often on unpaved roads; and service to the Quechan Reservation areas in Arizona and California.

Further information regarding transit needs is included in the YMPO Short Range Transit Plan and the 2006-2029 Regional Transportation Plan.

The Regional Plan Process

This plan was developed through a collaborative process. Two region-wide workshops were held in Yuma, one in December 2006 and one in February 2007. All existing providers and other stakeholders were invited to participate.

At the December workshop, participants were asked to summarize existing transportation services and existing coordination efforts, to identify unmet needs (service gaps), and to explore further coordination options. Information was presented by the project consultant on coordination options, new federal programs and changes to existing federal programs,

and strategies for involving others and developing additional coordination projects for 2007 and beyond.

Between the December and February workshops, participants were asked to meet on their own to identify additional potential partners and to further explore coordination opportunities. Based on those discussions, they were asked to submit a draft coordination planning worksheet to the consultant team by mid-January 2007. Based on those submittals, the consultant team prepared a draft *Regional Transportation Coordination Plan* and sent that out to the region for comment.

In February 2007, a second regional workshop was held. The draft *Regional Transportation Coordination Plan* was presented and comments were solicited. Participants were asked to help fill any gaps in terms of providers included in the plan and to finalize their anticipated funding requests from the FTA 5307, 5310, 5311, 5316 and 5317 programs for the years 2007 through 2009.

This final *Regional Transportation Coordination Plan* was developed based on comments received on the draft plan.

Program Priorities and Evaluation Criteria

Service Priorities

The following preliminary priorities were established for funding the FTA 5310, 5311, 5316 and 5317 programs. These will be refined in future years.

1. **Need:** projects which address a demonstrated need
2. **Effective use of funds:** projects which provide (or facilitate) a high volume of trips given the resources expended
3. **Collaborative process:** projects developed through a collaborative planning (project development) process
4. **On-street coordination:** projects which demonstrate sharing of resources. For example, projects showing multiple client use of vehicles will have a higher priority than single-agency services
5. **Operational capability** – projects which are operationally feasible and demonstrate accessibility, safety/training and effective maintenance
6. **Management capability** – grantee agencies which demonstrate strong management capability

Evaluation Criteria

Regional evaluation teams assembled by COGs and MPOs will provide initial review of applications for FTA projects (excluding 5307). This review process was initially established to assess and rank FTA 5310 applications each year (5311 projects are evaluated through a separate process). After the regional review, the COGs and MPOs forward their prioritized award recommendations to ADOT for its review of overall

program compliance and budget impact, prior to the Department's statewide grant submittal to the FTA.

Beginning in 2007, this same process will also be used for the 5316 and 5317 programs in all regions except Maricopa and Pima counties, which have their own 5316 and 5317 review schedules. ADOT's evaluation criteria, for COGs and MPOs to use in evaluating projects, are included in each grant application packet.

Given changes included in SAFETEA-LU legislation and subsequent FTA guidance, a new "mobility management" function is now included as an allowable expense under the 5307, 5310, 5311 and 5316 programs. As a result, the rural Councils of Governments (COGs) and the Metropolitan Planning Organizations (MPOs) in Urbanized Areas, which host the regional review teams, may be applying for mobility management funds themselves. To avoid conflict of interest with other applications for mobility management applications, ADOT will make a determination relative to these COG or MPO mobility management applications outside of the "regular" project review process, based on its evaluation of how effectively such a function will support the state's coordination goals and objectives.

The next chapter presents specific coordination plan elements.

III. COORDINATION PLAN ELEMENTS

The Yuma Region includes all of Yuma County. This chapter provides additional information on the existing public transit service in the area as well as additional information on specialized transportation providers. It also addresses unmet needs and potential coordination strategies.

Existing Transportation Providers

Public Transit

Yuma County Area Transit (YCAT) – YCAT is the fixed route public transit service operating in Yuma and Dial-A-Ride is complementary ADA paratransit service. The system has been in operation since 1999. The Yuma Metropolitan Planning Organization (YMPO) contracts with Saguaro Transportation to operate both services.

The fixed route system includes six routes: three circular one-way routes; a center-city route; two long distance routes (Yuma-San Luis and Yuma-Wellton); and a short-distance route serving the Cocopah Indian Tribe.

Transit service is operated Monday through Saturday from 6:00 a.m. to 10:00 p.m., with routes on one hour frequencies. Routes originate from the Yuma Palms Regional Shopping Center and from San Luis. Although some of the routes overlap at several points, transfers are timed only at Yuma Palms.

Fares for the fixed route system are \$1.25 for the in-town routes and \$2.25 to 3.25 for the longer routes. The operating cost for the fixed route system is just over \$900,000 in FY 2007. Rider-ship on the fixed route system averaged 19,393 per month in 2006.

The complementary paratransit service (Dial-A-Ride) is available Monday through Saturday from 5:00 a.m. to 10:00 p.m. It serves seniors and persons with disabilities. A 24-hour advanced reservation is required. Service is provided throughout Yuma County, including the City of Yuma, San Luis, Somerton, Gadsen, Foothills and Wellton.

Fares for Dial-A-Ride service are \$3 within the city area and \$4 in outlying areas. Rider-ship ranges from 4,300 to 5,000 rides per month. The operating cost for the service is estimated to be \$483,000 in FY 2007.

The total fleet for the fixed route system is 12 vehicles, which includes three back-up vehicles. Dial-A-Ride operates 13 vehicles, including two spares. YMPO owns all vehicles for both services and leases a maintenance facility on 14th Street.

Projected annual service data for 2007 include the following:

	<u>Fixed Route</u>	<u>Dial-A-Ride</u>	<u>Total</u>
Annual passenger trips:	232,721	66,072	298,793
Annual vehicle hours:	27,917	46,622	74,539
Annual vehicle miles:	825,465	474,760	1,300,215
Total oper./admin. budget:	\$ 900,000	\$483,000	\$1,383,000

In terms of coordination, YCAT has a coordinated fixed route and dial-a-ride service, provides service to numerous communities in Yuma County and contracts for service with a nonprofit transportation provider.

Specialized Transportation Programs for the Elderly and Persons with Disabilities

Several nonprofit agencies provide specialized client-oriented services in the Yuma area. These agencies are listed below.

Saguaro Foundation – Saguaro Foundation is a nonprofit human services organization serving clients in Yuma County. Saguaro Transportation Services is the transportation arm of the Foundation. Saguaro Transportation Services operates both the fixed route public transit service and the complementary ADA paratransit service, under contract to the Yuma MPO (YMPO).

A vehicle inventory is presented in Appendix C.

Annual service data for the transportation function in 2005 are shown below.

Annual passenger trips:	223,094
Annual vehicle hours:	54,510
Annual vehicle miles:	641,322
Total operating and administrative budget:	\$1,580,000

With respect to coordination, Saguaro Transportation provides transportation to its own clients and provides transportation under contract to other organizations. Service contracts include: YMPO for the YCAT public fixed route and ADA paratransit service; several contracts with the Department of Economic Security (DES), including Vocational Rehabilitation, Family Services, Developmental Disabilities; Western Arizona Council of Governments (WACOG) for seniors; Arizona Health Cost Containment System (AHCCCS) for Medicaid transportation; the United Way; and the Arizona Department of Corrections for transportation for prison visitors.

In the future Saguaro Transportation indicated an interest in additional information sharing among providers, potentially participating in a transportation brokerage with other providers, bulk purchasing, and other efforts.

City of Somerton – The City of Somerton provides transportation for seniors in the Somerton community. The service picks up seniors from their homes and takes them to the Nutrition Center and then back home. Transportation is provided to the city of Somerton, Mesa Verde, Orange Grove, and Yuma County Housing. Transportation is provided Monday-Friday 7:00 a.m. to 12:15 p.m. and on special occasions such as parades and field trips.

A vehicle inventory is provided below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	n/a	99	20	None, 1	Good

Annual service data for 2005 include the following:

Annual passenger trips:	5,244
Annual vehicle hours:	625
Annual vehicle miles:	7,000
Total operating and administrative budget:	\$37,285

With respect to coordination, the City provides transportation service to several communities in the area, including Mesa Verde, Orange Grove and to Yuma County Housing. No specific additional coordination activities are planned.

City of San Luis – The City of San Luis provides transportation services for seniors in the San Luis area. Service is provided five hours a day, five days a week.

A vehicle inventory is provided below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Ford	F-450	2000	19	2	Good

Annual service data for 2005 include the following:

Annual passenger trips:	15,480
Annual vehicle hours:	1,500

Annual vehicle miles: 3,000
Total operating and administrative budget: \$19,000

With respect to coordination, no existing or planned activities were identified.

Town of Wellton – The Town of Wellton does not currently provide transportation services for seniors, but has plans to consider and/or initiate service by 2009.

The EXCEL Group – The EXCEL Group provides transportation based on medical necessity for the elderly and disabled adult customers who are diagnosed as Seriously Mentally Ill (SMI), and/or have physical disability and are eligible for Title XIX services under the Arizona Health Care Cost Containment System (AHCCCS). They provide this service for all SMI consumers in Yuma and La Paz County, Monday – Friday 5:00 am to 7:00 pm and Saturdays from 5:00 am to 9:00 pm.

A vehicle inventory is provided below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
FORD	F-350 DBK42	2005	8	TWO	Excellent
FORD	Winstar CFK73	2003	7	NA	Good
FORD	F-350 BVX13	2002	15	NA	Good
FORD	F-350 BVX14	2002	15	NA	Good
DODGE	3500 BJZ69	2002	15	NA	Fair
DODGE	3500 BJZ70	2002	15	NA	Fair
DODGE	3500 AJM28	2001	15	NA	Poor
DODGE	3500 AJM30	2001	15	NA	Poor
DODGE	3500 ARF44	2001	15	NA	Poor
DODGE	3500 AVH77	2001	15	NA	Poor
DODGE	3500 AVH78	2001	15	NA	Poor
DODGE	INTREPID BBS41	2001	5	NA	Fair
DODGE	INTREPID BBS42	2001	5	NA	Fair
DODGE 3500	3500 AJM29	2001	15	NA	Poor
DODGE	3500 AYP84	2000	15	NA	Poor
DODGE	3500BAG17	2000	15	NA	Poor
CHEVROLET	AVH54	1999	15	NA	Poor
CHEVROLET	AVH55	1999	15	NA	Poor
FORD	EC350 AAY03	1999	15	NA	Poor
FORD	EC350 ARF23	1998	15	NA	Poor
FORD	ECO250 BYD97	1998	15	NA	Poor
DODGE	3500 AVH07	1997	15	NA	Poor
DODGE	3500 CFR02	1997	15	NA	Poor
DODGE	3500 ARF98	1997	15	NA	Poor
DODGE	ARF49	1994	10	NA	Poor
DODGE	3500 AVH47	1994	15	NA	Poor
FORD	W/C Van 4ABD	1993		TWO	Poor
TOYOTA WAGON	4SX186	1993		NA	Poor
TOYOTA	TERCEL 4LK846	1991	5	NA	Poor
CHEVROLET	CAPRICE EPT646	1988	5	NA	Poor

Annual service data for 2005 include the following:

Annual passenger trips:	28,140
Annual vehicle hours:	18,920
Annual vehicle miles:	865,416
Total operating and administrative budget:	\$550,840

With respect to coordination, currently The EXCEL Group Transportation Department coordinates transportation with several departments within The EXCEL Group which provide transportation for SMI and physically disabled customers in Yuma and La-Paz Counties. They also work closely with several other mental health providers in the Yuma metropolitan area, providing transportation for children, adults and seniors with mental illness and physical disabilities. The EXCEL Group has attended and will continue to meet with the Yuma MPO to better address transportation needs in Yuma County.

Catholic Community Services in Western Arizona (CCSWA) – CCSWA has provided Yuma County with a variety of transportation services over the last forty years. Included are services to adult day health, the Safe House domestic violence shelter, meals on wheels and substance abuse counseling.

Information was provided on five different services operated by CCSWA.

- *Counseling Clients (1)* – One van is used to transport counseling clients, especially for our substance abuse groups. This van is also used for our Home Delivered Meals program five mornings a week, when not in use by our Counseling Department. This van provides 2,080 trips a years, providing 3,744 hours and 19, 349 miles of service. The annual operating and administrative budget is \$22,916.
- *Safe House Domestic Violence (2)* – This van provides transportation for participants in the Safe House Domestic Violence program. This includes trips to court, meetings with caseworkers, medical and dental appointments, school meetings, and related purposes. This van is also used for picking up donations of clothing and toys and shopping for the shelter. This van provides 2,195 trips a years, providing 1,728 hours and 12, 824 miles of service. The annual operating and administrative budget is \$17,400.
- *Safe House Domestic Violence* – This van also provides transportation for Safe House Domestic Violence participants. This includes trips to court, meetings with caseworkers, medical and dental appointments, school meetings, and related services. This van is also used for picking up donations of clothing and toys and shopping for the shelter. This van provides 1,460 trips a years, providing 876 hours and 8, 204 miles of service. The annual operating and administrative budget is \$17,400.
- *Adult Day Health Care* – This van is used to provide transportation to and from the Adult Day Health Care facility on a daily basis. Transportation is provided transportation for field trips, doctor’s appointments and meetings. Several of our

clients are wheelchair bound and require the use of a mechanical lift to enter and exit the van. This van provides 2,974 trips a year, providing 1,122 hours and 7,560 miles of service. The annual operating and administrative budget is \$16,981.

- *Adult Day Health Care* – This van also provides transportation to and from the Adult Day Health Care facility on a daily basis. It is also used for field trips, doctor's appointments and meetings. Several of our clients are wheelchair bound and require the use of a mechanical lifts to enter and exit the van. This van provides 502 trips a year, providing 150 hours and 1,419 miles of service. The annual operating and administrative budget is \$16,981.

A vehicle inventory is shown below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
#1 – Chevrolet	Extended Van	2001	12	0	Fair
#2 – Dodge	Caravan	2005	7	0	Good
#3 – Chevrolet	Astro Van	2005	7	0	Good
#4 - Ford	Accessible	1997	10	4	Poor
#5 – Dodge	Accessible	1998	8	4	Good

Annual service data for 2005 include the following:

Annual passenger trips:	9,211
Annual vehicle hours:	7,620
Annual vehicle miles:	49,356
Total operating and administrative budget:	\$91,678

With respect to coordination, Catholic Community Services of Western Arizona (CCSWA) coordinates internally among its various programs. The agency also participates with other agencies in planning ways to meet local area needs. In the future CCSWA plans to develop an agreement with the Excel Group in order to request transportation services for our Adult Day Health Care clients, when their van is being serviced. They also hope to establish joint agreements with Community Intervention Associates, Saguara Foundation, Chicanos Por La Causa, as well as with a local reservation, the Cocopah tribe.

Regional Center for Border Health – The Regional Center for Border Health, Inc. (RCBH) offers medical transportation services to residents of Yuma County. RCBH has three trained and certified drivers that work Monday through Saturday. The hours worked differ depending on scheduled runs, but services start as early as 3:00 am and end at 11:00 pm.

A vehicle inventory is presented below.

Vehicle Make	Vehicle Model	Year	# of Seats	# W/C Tie-Downs	Condition
Dodge	Grand Caravan	2005	7		Good
Dodge	Grand Caravan	2005	7		Good
Dodge	Intrepid	2004	5		Good

With respect to coordination, no existing or planned activities were identified. Annual service data for 2005 were not provided.

Yuma WORC Center – The Yuma WORC Center, Inc. is a nonprofit 501(c) 3 agency that has been servicing the needs of individuals with disabilities within the Yuma Community since 1973. They provide employment and work training opportunities such as custodial contracts, bulk mailing services, and confidential document destruction. These services enhance individual's self-esteem and increase their ability to achieve a higher quality of life. This is the only agency in Yuma, La Paz and Mojave Counties that provides these services for individuals with severe disabilities.

Participating individuals do not work in one location. They are spread throughout Yuma County, Wellton, San Luis, El Centro, and even Blythe California. Most clients cannot drive and find it difficult to get transportation. The Center provides transportation to some job sites (YPG, document destruction pick ups, and some of our janitorial contracts) on a daily basis. They would like to offer much more assistance, but lack the means to do so.

No vehicle inventory or service data was provided.

In terms of coordination, The Yuma WORC Center works closely with all local transportation providers inclusive of Saguaro Foundation, YPIC, and Dial-a-Ride in an effort to provide the most expedient process for pickup and drop-off of clients and staff at the facility where work is being performed. They would like to provide transportation areas that are not served by the existing transit services.

YMPO – Yuma Metropolitan Planning Organization (YMPO) is the region's MPO. YMPO has continued to expand transportation opportunities for residents in its planning area by expanding the service area for the fixed route public transit system YCAT. YMPO has plans to submit FTA applications in a joint effort with their regional planning neighbor WACOG.

Cocopah Tribe – The Cocopah Tribe currently provides transportation service but did not submit information relative to this plan. However, they have submitted a grant request under the new FTA 5311 Tribal Transit Program.

Statewide Express - Statewide is a for-profit provider which has over 100 vehicles in Arizona, with approximately twenty-two in the Yuma area. Statewide is an AHCCCS

provider for Medicaid non-emergent transportation but also has other clients, including EXCEL. No additional information was provided.

Other providers include: AAA Transportation, Safe Ride, Yuma Work Center, the Salvation Army and the Cocopah Tribe.

Assessment of Needs

There are many unmet transportation needs in the region. Based on stakeholder input received at workshops in December, 2006 and February 2007, these include: overflow capacity during certain times of the day for the local service providers, especially in the winter; population growth; local provider service to remote rural areas, often on unpaved roads; and service to the Quechan Reservation areas in Arizona and California.

Further information regarding transit needs is included in the Yuma Short Range Transit Plan.

Coordination Strategies to Address Needs

There are significant coordination activities already in place in the Yuma region. These include the following:

- *Information Sharing* – Several participants stated that the existing transportation services do a good job but that there is not a good system of communication among the providers and new riders to the area are not clear on who they should call. Some type of expanded information sharing system would be beneficial.
- *Transportation brokerage* – Saguaro Transportation has good computer dispatch software that is not fully utilized. That software could be used to schedule additional rides to fill unused capacity. Statewide Express indicated that national research has demonstrated that brokerages have significant problems. Several participants stated that AAA Transportation/MTBA had established a brokerage in the past but that they simply skimmed off the best trips and left the worst trips for others. Therefore, whoever was the broker would need to not be a transportation provider in order to assure fairness in scheduling trips among providers.
- *Bulk Purchasing* – Bulk purchasing of insurance, vehicle maintenance and other items should be considered. Insurance costs, both for vehicle and health insurance, are increasing dramatically.
- *Other Coordination Efforts* – Several participants shared that they could use assistance from others during peak travel times and/or for difficult-to-serve trips. The fall and winter are peak visitor times in the area and it is difficult to get around. Sometimes all requested riders cannot be served. It was stated, however, that many riders get used to one particular driver and do not like changing drivers within the same agency. That problem would be worse with multiple agencies responding to trip requests. Another need was for good drivers and potentially a coordinated driver training program.

Program of Projects Summary

Desired projects, by agency and by funding category are listed below. The tables on the following pages show the funding planned by agency for 2007 through 2009. There are two pages for each funding year.

FTA Section 5310 – F & D Capital

- Saguaro Foundation*: Vehicle replacement in all three years and an expansion vehicle in 2008.
- City of Somerton*: No vehicle purchases anticipated, 2007-2009.
- City of San Luis*: Vehicle replacement or expansion in 2009.
- EXCEL Group*: Four 8-passenger vans in each of the next three years, 2007-2009
- Town of Wellton*: New vehicle purchase in 2009.
- Catholic Community Services of Western Arizona*: Replace one accessible minibus in 2007 and two vehicles in 2008 and 2009
- Center for Border Health*: No vehicle purchases anticipated, 2007-2009
- Yuma Work Center*: One replacement vehicle and one expansion vehicle in 2007 and two replacement vehicles in 2008 and two in 2009.
- YMPO*: YMPO is considering applying for a mobility management Function in 2007 and/or in subsequent years.

FTA Section 5316 – Job Access

- YCAT* is considering initiating a Job Access service in 2007. Also, YMPO will collaborate with local government agencies and local entities to determine how local businesses can participate in the program.
- Saguaro Foundation*: Operating funds for job transportation for targeted populations, including a voucher system and YCAT pass system.
- WORC Center*: A vehicle to transport clients and employees with severe disabilities to contract work sites.

FTA Section 5317 – New Freedom

- YMPO* will likely submit an application in 2007 to provide rides among several local entities via an agreement with STS. WACOG will provide the match for this project.

FTA Section 5311 – Rural General Public

- The *Cocopah Indian Tribe* has submitted an application to the Federal Transit Administration (FTA) for capital and operating assistance (\$200,000 per year) for four years, under the new Tribal Transit Program. The YMPO currently receives \$50,000 annually from ADOT to help fund the Wellton RTCS pilot service, which is scheduled to run for three years.

FTA Section 5307 – Urban General Public

- YCAT*: Capital for fixed route and DAR bus purchases, bus stops, and Transit Center and operating funds for fixed route and DAR.

PROGRAM OF PROJECTS 2007

Region - YMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
YCAT						
<i>Oper's/Admin.</i>						
Fixed Route	\$ 431,500	\$ -	\$ -	\$ -	\$ -	\$ 431,500
DAR	\$ 217,022	\$ -	\$ -	\$ -	\$ 45,000	\$ 262,022
<i>Capital</i>						
Fixed Route	\$ 877,646	\$ -	\$ -	\$ -	\$ -	\$ 877,646
DAR	\$ 412,408	\$ -	\$ -	\$ -	\$ -	\$ 412,408
Bus stops	\$ 18,000	\$ -	\$ -	\$ -	\$ -	\$ 18,000
Transit facility	\$ -	\$ -				\$ -
Total	\$ 1,956,576	\$ -	\$ -	\$ -	\$ 45,000	\$ 2,001,576
Saguaro Foundation						
Vehicle	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ 100,000
Operating	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000
Total	\$ -	\$ -	\$ 100,000	\$ 150,000	\$ -	\$ 250,000
City of Somerton						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of San Luis						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Wellton						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ 1,956,576	\$ -	\$ 100,000	\$ 150,000	\$ 45,000	\$ 2,251,576

PROGRAM OF PROJECTS 2007 (page 2)

Region - YMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
EXCEL Group						
Vehicle replacement	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$ 101,500
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$ 101,500
CCSWA						
Vehicle replacement	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ 50,000
Center for Border Health						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yuma WORC Center						
Vehicle replacement	\$ -	\$ -	\$ 44,000	\$ -	\$ -	\$ 44,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ 19,000	\$ -	\$ 19,000
Operating	\$ -	\$ -	\$ -	\$ 17,000		\$ 17,000
Total	\$ -	\$ -	\$ 44,000	\$ 36,000	\$ -	\$ 80,000
YMPO						
Mobility management	\$ -	\$ -	\$ -	\$ -	\$ 111,000	\$ 111,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 111,000	\$ 111,000
Page Total	\$ -	\$ -	\$ 195,500	\$ 36,000	\$ 111,000	\$ 342,500
2007 Total	\$ 1,956,576	\$ -	\$ 195,500	\$ 180,000	\$ 156,000	\$ 2,488,076

PROGRAM OF PROJECTS 2008

Region - YMPO

<u>Agency</u>	5307- Urban <u>Public Transit</u>	5311- Rural <u>Public Transit</u>	5310 - E&D <u>Capital</u>	5316 - Job <u>Access</u>	5317 - New <u>Freedom</u>	<u>Total</u>
YCAT						
<i>Opers/Admin.</i>						
Fixed Route	\$ 431,500	\$ -	\$ -	\$ -	\$ -	\$ 431,500
DAR	\$ 217,022	\$ -	\$ -	\$ -	\$ 45,000	\$ 262,022
<i>Capital</i>						
Fixed Route	\$ 877,646	\$ -	\$ -	\$ -	\$ -	\$ 877,646
DAR	\$ 412,408	\$ -	\$ -	\$ -	\$ -	\$ 412,408
Bus stops	\$ 18,000	\$ -	\$ -	\$ -	\$ -	\$ 18,000
Transit facility	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 1,956,576	\$ -	\$ -	\$ -	\$ 45,000	\$ 2,001,576
Saguaro Foundation						
Vehicle	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating	\$ -	\$ -	\$ -	\$ 144,000	\$ -	\$ 144,000
Total	\$ -	\$ -	\$ -	\$ 144,000	\$ -	\$ 144,000
City of Somerton						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of San Luis						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Wellton						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Page Total	\$ 1,956,576	\$ -	\$ -	\$ 144,000	\$ 45,000	\$ 2,145,576

PROGRAM OF PROJECTS 2008 (page 2)

Region - YMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
EXCEL Group						
Vehicle replacement	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$ 101,500
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$ 101,500
CCSWA						
Vehicle replacement	\$ -	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000
Center for Border Health						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yuma WORC Center						
Vehicle replacement	\$ -	\$ -	\$ 46,000	\$ -	\$ -	\$ 46,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating	\$ -	\$ -	\$ -	\$ 19,000	\$ -	\$ 19,000
Total	\$ -	\$ -	\$ 46,000	\$ 19,000	\$ -	\$ 65,000
YMPO						
Mobility management	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
Page Total	\$ -	\$ -	\$ 241,500	\$ 19,000	\$ -	\$ 260,500
2008 Total	\$ 1,956,576	\$ -	\$ 241,500	\$ 163,000	\$ 45,000	\$ 2,406,076

PROGRAM OF PROJECTS 2009

Region - YMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
YCAT						
<i>Oper's/Admin.</i>						
Fixed Route	\$ 431,500	\$ -	\$ -	\$ -	\$ -	\$ 431,500
DAR	\$ 217,022	\$ -	\$ -	\$ -	\$ 45,000	\$ 262,022
<i>Capital</i>						
Fixed Route	\$ 739,299	\$ -	\$ -	\$ -	\$ -	\$ 739,299
DAR	\$ 412,408	\$ -	\$ -	\$ -	\$ -	\$ 412,408
Bus stops	\$ 26,000	\$ -	\$ -	\$ -	\$ -	\$ 26,000
Transit facility	\$ 1,037,500	\$ -	\$ -	\$ -	\$ -	\$ 1,037,500
Total	\$ 2,863,729	\$ -	\$ -	\$ -	\$ 45,000	\$ 2,908,729
Saguaro Foundation						
Vehicle	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating	\$ -	\$ -	\$ -	\$ 144,000	\$ -	\$ 144,000
Total	\$ -	\$ -	\$ -	\$ 144,000	\$ -	\$ 144,000
City of Somerton						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of San Luis						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Wellton						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ 46,000	\$ -	\$ -	\$ 46,000
Total	\$ -	\$ -	\$ 46,000	\$ -	\$ -	\$ 46,000
Page Total	\$ 2,863,729	\$ -	\$ 46,000	\$ 144,000	\$ 45,000	\$ 3,098,729

PROGRAM OF PROJECTS 2009 (page 2)

Region - YMPO

<u>Agency</u>	<u>5307- Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
EXCEL Group						
Vehicle replacement	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$ 101,500
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$ 101,500
CCSWA						
Vehicle replacement	\$ -	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000
Center for Border Health						
Vehicle replacement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yuma WORC Center						
Vehicle replacement	\$ -	\$ -	\$ 46,000	\$ -	\$ -	\$ 46,000
Vehicle expansion	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Operating	\$ -	\$ -	\$ -	\$ 19,000	\$ -	\$ 19,000
Total	\$ -	\$ -	\$ 46,000	\$ 19,000	\$ -	\$ 65,000
YMPO						
Mobility management	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
Page Total	\$ -	\$ -	\$ 241,500	\$ 19,000	\$ -	\$ 260,500
2009 Total	\$ 2,863,729	\$ -	\$ 287,500	\$ 163,000	\$ 45,000	\$ 3,359,229

IV. REGIONAL PROGRAM OF PROJECTS SUMMARIES

The table on the following page presents a summary of funding requests in the Yuma Region, for each of the FTA funding programs.

PROGRAM OF PROJECTS - YMPO REGION (2007)							
<u>Sub-region</u>	<u>5307 - Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>	
YCAT	\$ 1,956,576	\$ -	\$ -	\$ -	\$ 45,000	\$	2,001,576
Saguaro Foundation	\$ -	\$ -	\$ 100,000	\$ 150,000	\$ -	\$	250,000
City of Somerton	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
City of San Luis	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Town of Wellton	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
EXCEL Group	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$	101,500
CCSWA	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$	50,000
Border Health	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Yuma WORC Center	\$ -	\$ -	\$ 44,000	\$ 36,000	\$ -	\$	80,000
YMPO	\$ -	\$ -	\$ -	\$ -	\$ 111,000	\$	111,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
2007 Total	\$ 1,956,576	\$ -	\$ 295,500	\$ 186,000	\$ 156,000	\$	2,594,076

PROGRAM OF PROJECTS - YMPO REGION (2008)

<u>Sub-region</u>	<u>5307 - Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
YCAT	\$ 1,956,576	\$ -	\$ -	\$ -	\$ 45,000	\$ 2,001,576
Saguaro Foundation	\$ -	\$ -	\$ -	\$ 144,000	\$ -	\$ 144,000
City of Somerton	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of San Luis	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Wellton	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EXCEL Group	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$ 101,500
CCSWA	\$ -	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000
Border Health	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yuma WORC Center	\$ -	\$ -	\$ 46,000	\$ 19,000	\$ -	\$ 65,000
YMPO	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2008 Total	\$ 1,956,576	\$ -	\$ 241,500	\$ 163,000	\$ 45,000	\$ 2,406,076

PROGRAM OF PROJECTS - YMPO REGION (2009)

<u>Sub-region</u>	<u>5307 - Urban Public Transit</u>	<u>5311- Rural Public Transit</u>	<u>5310 - E&D Capital</u>	<u>5316 - Job Access</u>	<u>5317 - New Freedom</u>	<u>Total</u>
YCAT	\$ 2,863,729	\$ -	\$ -	\$ -	\$ 45,000	\$ 2,908,729
Saguaro Foundation	\$ -	\$ -	\$ -	\$ 144,000	\$ -	\$ 144,000
City of Somerton	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of San Luis	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Wellton	\$ -	\$ -	\$ 46,000	\$ -	\$ -	\$ 46,000
EXCEL Group	\$ -	\$ -	\$ 101,500	\$ -	\$ -	\$ 101,500
CCSWA	\$ -	\$ -	\$ 54,000	\$ -	\$ -	\$ 54,000
Border Health	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Yuma WORC Center	\$ -	\$ -	\$ 46,000	\$ 19,000	\$ -	\$ 65,000
YMPO	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ 40,000
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2009 Total	\$ 2,863,729	\$ -	\$ 287,500	\$ 163,000	\$ 45,000	\$ 3,359,229

APPENDIX A REGIONAL STAKEHOLDER MEETING SUMMARY

YMPO REGIONAL TRANSPORTATION COORDINATION PLAN MEETING

**Yuma County Health Department
2200 W. 28th Street, Yuma Arizona
November 29th 2006, 8:00 AM**

Meeting Summary

Attendance

Darrel Delyria, Statewide Express, 928 783-6268
Marie Cabreles, Statewide Express, 928 783-6236, JWestSW@citlink.net
Mike VanGuilder, Saguaro Foundation, 928 783-6069, saguaroweb@aol.com
Edwardo Castro, Saguaro Transportation, 928 246-7838, strans2@aol.com
Lucy Shipp, ADOT – Yuma District P10, lucyshipp@aol.com
David Kopmeyer, EXCEL Group, 928 341-4405, dkopmeyer@excelgroup.org
Russell Lambert, Yuma county – Long range Planning, 928 817-5163,
Russell.Lambert@co.yuma.az.us
Norma Swinehart, YMPO, 928 329-8911, nswinehart@ympo.org
Paul Melcher, YMPO, 928 329-8911, pmelcher@ympo.org
Steve Rost, ADOT, 602 712-8018, srost@azdot.gov
Gregg Kielly, ADOT, 602 712- 6736, GKielly@azdot.gov
Rick Evans, RAE Consultants, Inc., 303 860-9088, rick@raeconsultants.com

Getting Started

Paul Melcher from the Yuma Metropolitan Planning Organization (YMPO) opened the meeting and welcomed those present. He then gave an overview of the meeting and introduced Gregg Kielly, ADOT 5310 Program Manager. After a few brief comments, Gregg introduced Rick Evans of RAE Consultants, Inc. the consultant who would facilitate the workshop.

Rick reviewed the purpose of the workshop which was to begin the process of developing a Regional Transportation Coordination Plan for the Yuma County area. Coordination Plans are mandated in the new SAFETEA-LU federal transportation reauthorization legislation. Anyone requesting funding, beginning in 2007, under the Federal Transit Administration (FTA) 5310, 5316 and 5317, and indirectly 5311, programs must be included in a Transportation Coordination Plan.

Participants then introduced themselves.

From Now to the Future

What are you doing now?

To begin the process, Rick asked those present to summarize their existing transportation services. Key information is presented below.

- **Saguaro Foundation** – The Saguaro Foundation is a nonprofit organization which provides a variety of human services. Saguaro Transportation is a department within the overall Saguaro Foundation and has a fleet of approximately sixty vehicles. Saguaro Transportation serves its own clients and provide transportation under contract to other organizations. Service contracts include: YMPO for the Y-CAT public fixed route and ADA paratransit service; several contracts with the Department of Economic Security (DES), including Vocational Rehabilitation, Family Services, Developmental Disabilities; Western Arizona Council of Governments (WACOG) for seniors; Arizona Health Cost Containment System (AHCCCS) for Medicaid transportation; the United Way; and the Arizona Department of Corrections for transportation for prison visitors.
- **EXCEL** – EXCEL is a nonprofit organization which serves mental health clients. They operate approximately 10 vehicles and serve agency clients only. Transportation is provided for therapy, medical and other mental health purposes.
- **Statewide Express** – Statewide is a for-profit provider which has over 100 vehicles in Arizona, with approximately twenty-two in the Yuma area. Statewide is an AHCCCS provider for Medicaid non-emergent transportation but also has other clients, including EXCEL.
- **Other providers** – Other providers who weren't present include: AAA Transportation, Safe Ride, Yuma Work Center, Catholic Community Services, the Salvation Army and the Cocopah Tribe. It was stated that there are a variety of other small social service providers, as well as 300-400 "pirate taxi" operators in the area.

Other key providers should be included in the Coordination Plan to the extent possible. YMPO staff agreed to contact major providers who weren't at the meeting.

What coordination possibilities exist?

A discussion then took place regarding current coordination efforts and possible new coordination activities. The following possibilities were identified.

- *Information Sharing* – Several participants stated that the existing transportation services do a good job but that there is not a good system of communication among the providers and new riders to the area are not clear on who they should call. Some type of expanded information sharing system would be beneficial.
- *Transportation brokerage* – Eduardo Castro stated that Saguaro Transportation has good computer dispatch software that is not fully utilized. That software

could be used to schedule additional rides to fill unused capacity. He suggested some type of brokerage for the area. Darrel Delyria of Statewide said that he had done national research on brokerages and that they all had significant problems. He said he would be open to considering a brokerage in the Yuma area but cautioned about potential problems. David Kopmeyer from EXCEL stated that they would be willing to consider participating in a brokerage if one were established. Several participants then shared that AAA Transportation/MTBA established a brokerage recently but that they simply skimmed off the best trips and left the worst trips for others. They also did not pay their invoices, did not serve riders well, and did not effectively handle complaints, according to participants. It was stated that whoever was the broker would need to not be a transportation provider in order to assure fairness in scheduling trips among the providers.

- *Bulk Purchasing* – Bulk purchasing of insurance, vehicle maintenance and other items should be considered. Insurance costs, both for vehicle and health insurance, are increasing dramatically.
- *Other Coordination Efforts* – Several participants shared that they could use assistance from others during peak travel times and/or for difficult-to-serve trips. The fall and winter are peak visitor times in the area and it is difficult to get around. Sometimes all requested riders can't be served. It was stated, however, that many riders get used to one particular driver and do not like changing drivers within the same agency. That problem would be worse with multiple agencies responding to trip requests. Another need was for good drivers and potentially a coordinated driver training program.

In terms of organizing for coordination, options mentioned were the YMPO, the City of Yuma or Yuma County as options for a lead agency. Rick stated that there is new 80% funding available for "mobility management" which could be used to fund staffing for a coordination lead agency.

Rick then mentioned a problem he was having of getting good up-to-date information on transportation providers in each region. He passed out two items. One was a preliminary summary of information on area providers taken from recent grant applications. Accompanying that was a second sheet which was a one-page Transportation Provider Inventory. He asked those present if they would complete the inventory and send it back in the next two weeks. They agreed, assuming Rick sent them the survey form electronically in the next few days. He agreed.

Rick then asked about unmet transit needs in the area. He passed out a sheet which included notes from the 2005 United We Ride workshop conducted in the fall of 2005. He reviewed it briefly and asked the group what other unmet needs existed. Issues included: overflow capacity during certain times, especially in the spring and summer; population growth; service to remote rural areas, often on unpaved roads; and service to the Quechan Reservation casinos, one in Arizona and a new one in California.

United We Ride Assessment

The group then completed the federal United We Ride Assessment for Communities. The results are presented in Attachment A-1. In summary, the area has done many things well in developing the basis for a coordinated system, but there is still much to be done. Many of the assessment items have been addressed but they have done on an overall metro-wide coordinated effort.

What's coming?

Rick then briefly reviewed a Program of Projects table which presented his view of where the regions need to end up in the final chapter of this first year of coordination planning. The table format presented a list of agencies to be funded down the left side and the FTA program funding categories across the top (5311, 5310, 5316 and 5317). In the Yuma area, the table would show 5307 instead of 5311 since Yuma, as an Urbanized Area, receives a direct allocation of 5307 urban public transit funding and has no 5311 rural public transit projects. The first year Regional Coordination Plans will need to show each project to be funded, for each agency, under each federal program. Ideally the Coordination Plans will have a three-year planning timeframe.

Planning Framework

A brief discussion then took place regarding the elements included in the framework for coordination planning. The following topics were addressed, as presented in the handout packet:

- Federal, state, regional and constituent roles
- Rural Transit Needs Assessment project
- Collaborative planning process
- Transit grant programs
- Coordination plan content
- Project evaluation
- Project schedule

Key points included: 1) the need to involve a broad variety of constituents in the planning process, including funding agencies and rider groups, to the extent possible; 2) the fact that the coordination planning requirements become more stringent in future years; 3) the availability of “mobility management” as an 80%-funded capital item under the all the FTA programs (including 5307 and 5311); and 4) the need for both ADOT and the regions to come up with specific criteria and priorities for funding under each of the FTA grant programs.

During the discussion, representatives of the Saguaro asked if ADOT would give a higher priority to funding vehicles compared to funding other items such as mobility management. Saguaro also expressed a strong interest in obtaining funding for vehicles

smaller than cutaways to use for trips with low passenger utilization. Gregg Kiely stated that ADOT will be evaluating both of these issues.

What Is Coordination?

The discussion then turned to the various activities that could be included under the definition of “coordination.” Rick reviewed a sheet from the handout packet which presented a variety of potential activities.

Based on the discussion the following appear to have the most potential in the Yuma area.

- Information and referral – Some type of system for providers to share information among themselves as well as some type of central information service for riders and potential riders.
- Coordinating Council – Establish some type of group to discuss and implement coordination options on an on-going basis.
- Sharing services - Back-up service among agencies to address overflow situations
- Joint driver training
- Expanded travel training to show people how to ride the bus (Saguaro is currently doing this for high school and special education students)
- Group purchasing (vehicles, insurance, etc.)
- A brokerage or other system which could lead to centralized reservations, scheduling and/or dispatching. More research will be needed due to concerns with potential negative aspects of a brokerage system.

Edwardo Castro asked Rick if he could provide examples of successful coordination activities in other areas. Rick indicated that he would provide examples.

Next Steps

Next steps were then identified for the various participants in the Regional Coordination Plan process.

ADOT and Consultant Team

- Rick will send out a Transportation Provider Inventory form in the next few days for providers to complete and return by the end of the year
- Rick will send out a format for providers and/or other others to complete regarding anticipated grant requests for 2007, and ideally for 2008 and 2009.
- Rick will send out examples of successful coordination projects around the country.
- Rick will send YMPO a short list of agenda items for YMPO to use in conducting 1-2 follow-up meetings in December and January.
- Rick will share concerns raised at the workshop regarding AHCCCS and DES at the Arizona Rides Council meeting November 30, 2006.

- ADOT will develop evaluation criteria and priorities for each FTA funding program.

COGS and Small MPOs

- YMPO will refine the list of invitees and compare the list of invitees to the list of actual attendees
- YMPO will conduct 1-2 follow-up meetings to: 1) inform agencies who did not attend the workshop about the workshop content, and 2) to follow-up with potential grant recipients regarding anticipated grant requests, prior to mid January when initial thoughts regarding grant requests are due to Rick.

Local Providers and Other Stakeholders

- Complete the Transportation Provider Inventory by the end of the year and send it to YMPO and Rick
- Prepare preliminary ideas regarding FY 2007 FTA grant requests and submit them to YMPO and Rick by January 15, 2007.

The workshop ended at approximately 11:50 AM.



ATTACHMENT A-1

A Self-Assessment Tool for Communities

Each item was rated according to the following: “1”-Needs to Begin, “2”-Needs Significant Action, “3”-Needs Action and “4”-Done Well.

Section 1: Making Things Happen by Working Together

- ☐2___ 1. Have leaders and organizations defined the need for change and articulated a new vision for the delivery of coordinated transportation services?
- ☐1___ 2. Is a governing framework in place that brings together providers, agencies and consumers? Are there clear guidelines that all embrace?
- ☐3___ 3. Does the governing framework cover the entire community and maintain strong relationships with neighboring communities and state agencies?
- ☐3___ 4. Is there sustained support for coordinated transportation planning among elected officials, agency administrators, and other community leaders?
- ☐2___ 5. Is there positive momentum? Is there growing interest and commitment to coordinating human service transportation trips and maximizing resources?

Section 2: Taking Stock of Community Needs and Moving Forward

- ☐1___ 1. Is there an inventory of community transportation resources and programs that fund transportation services?
- ☐2___ 2. Is there a process for identifying duplication of services, underused assets, and service gaps?
- ☐2___ 3. Are the specific transportation needs of various target populations well documented?
- ☐3___ 4. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/reduce costs?
- ☐3___ 5. Are transportation line items included in the annual budgets for all human service programs that provide transportation services?
- ☐2___ 6. Have transportation users and other stakeholders participated in the community transportation assessment process?
- ☐3___ 7. Is there a strategic plan with a clear mission and goals? Are the assessment results used to develop a set of realistic actions that improve coordination?
- ☐3___ 8. Is clear data systematically gathered on core performance issues such as cost per delivered trip, ridership, and on-time performance? Is the data systematically analyzed to determine how costs can be lowered and performance improved?
- ☐1___ 9. Is the plan for human services transportation coordination linked to and supported by other state and local plans such as the regional Transportation Plan or State Transportation Improvement Plan?
- ☐1___ 10. Is data being collected on the benefits of coordination? Are the results communicated strategically?

Section 3: Putting Customers First

- _2_ 1. Does the transportation system have an array of user-friendly and accessible information sources?
- _1_ 2. Are travel training and consumer education programs available on an ongoing basis?
- _1_ 3. Is there a seamless payment system that supports user-friendly services and promotes customer choice of the most cost-effective service?
- _3_ 4. Are customer ideas and concerns gathered at each step of the coordination process? Is customer satisfaction data collected regularly?
- _3_ 5. Are marketing and communications programs used to build awareness and encourage greater use of the services?

Section 4: Adapting Funding for Greater Mobility

- _1_ 1. Is there a strategy for systematic tracking of financial data access programs?
- _1_ 2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms?

Section 5: Moving People Efficiently

- _3_ 1. Has an arrangement among diverse transportation providers been created to offer flexible service that is seamless to customers?
- _1_ 2. Are support services coordinated to lower costs and ease management burdens?
- _1_ 3. Is there a centralized dispatch system to handle requests for transportation services from agencies and individuals?
- _N/A_ 4. Have facilities been located to promote safe, seamless, and cost-effective transportation services?

**APPENDIX B
REGIONAL STAKEHOLDER MEETING SUMMARY**

**YMPO
REGIONAL TRANSPORTATION COORDINATION PLAN
MEETING**

**Yuma County Health Department
2200 W. 28th Street, Yuma Arizona
February 23rd 2007**

Meeting Summary

Twelve people attended the February 23, 2007 Regional Transportation Coordination Plan workshop in Yuma. The attendance sheet is attached.

Getting Started

Rick Evans began the meeting and welcomed those present. He thanked Paul Melcher and Norma Swinehart, of the YMPO staff, for hosting the meeting. He then stated that the workshop would be conducted in two parts. In the morning the draft YMPO Regional Transportation Coordination Plan would be reviewed and discussed. In the afternoon ADOT staff would review the program application packets for the federal Transit Administration (FTA) 5310, 5316 and 5317 programs. He then asked those present to introduce themselves.

General Comments on the Plans

It was stated that the draft plans were a good start and Rick thanked the participating agencies for submitting information on their services and for considering new coordination opportunities. He said that before the plans are finalized by the end of March, two key date items were needed. First it will be important to make sure that all agencies in the region, who are providing transportation services now or who are considering it in the future, participate in the planning process and are included in the plan. Second, it is essential that participating agencies include their anticipated FTA grant requests in the plan. Rick then stated that all necessary information would need to be submitted to him by Monday, March 12, at the latest.

Plan Specifics

Rick then reviewed the draft plan with those present. He requested that each agency advise him of needed changes, both to the service narratives and anticipated grant

requests for the next three years. Comments were then made by each of the agencies present. Additional comments were requested by March 12, 2007.

Next Steps

It was decided that all changes to the draft plan be sent to Paul Melcher at the YMPO by March 5th. Paul will then transmit those changes in a revised plan draft to Rick Evans by March 12th.

The Coordination Plan portion of the workshop ended at approximately 11:40 AM.

YUMA METROPOLITAN PLANNING ORGANIZATION

Arizona Rides Meeting

Friday, February 23, 2007

Sign In Sheet

Name	Organization	E-Mail Address
Camila Hill	Yuma WRC Center, Inc.	Camilahill@wrccenter.org
Sarah Senecker	Catholic Comm. Services	ssenecker@ccs-westaz.org
JEANETTE CANNON	CATHOLIC COMM. SERVICES	jcannon@ccs-westaz.org
Betty Perkey	^{PHH-} Western AZ Council of Gov.	BettyP@wrcos.com
Paul Melcher	YmPO	pamelcher@ympo.org
Norma Swinchart	YmPO	nswinchart@ympo.org
Jesus Roldan	City of Sonoran	jesus@cityofsonoran.com
Steve Rost	ADOT	stev@adot.gov

[illegible]

APPENDIX C

SAGUARO TRANSPORTATION VEHICLE INVENTORY

1-15-07; 9:08AM;

01/12/2007 11:41

SAGUARO FOUNDATION

9283291674

PAGE 82

YMO Vehicles used to Transport YCAT Riders									
38	G26CS	2000 Ford	E-450 Bus L/R(Del)	1FDXE450F4YH86334	9,072.33	758.03	7/1/00	YCAT	0.00 YMPO
38	G26CS	2000 Ford	E-450 Bus L/R(Del)	1FDXE450F4YH86333	9,072.33	758.03	2/22/01	YCAT	0.00 YMPO
64	G26ED	2004 Supreme	17-Pass BS	1FDXE450S44HAI8632	9,072.33	758.03	8/28/04	YCAT	0.00 YMPO
65	G26ED	2004 Supreme	17-Pass Feeder Rtn	1FDXE450S44HAI8633	9,072.33	758.03	6/28/04	YCAT	0.00 YMPO
68	G26ED	2004 Supreme	17-Pass BS	1FDXE450S44HAI8634	9,072.33	758.03	6/30/04	YCAT	0.00 YMPO
76	G26ED	2004 Supreme	17-Pass BS	1FDXE450S44HAI8636	9,072.33	758.03	6/28/04	YCAT	0.00 YMPO
77	G26ED	2004 Supreme	17-Pass BS	1FDXE450S44HAI8637	9,072.33	758.03	8/28/04	YCAT	0.00 YMPO
78	G26ED	2004 Supreme	17-Pass BS	1FDXE450S44HAI8638	9,072.33	758.03	1/28/05	YCAT	0.00 YMPO
95	G143ED	2004 Eldorado	34-Pass BS (Del)	4U2ZACB8W6C83243	11,258.00	938.17	7/28/06	YCAT	0.00 YMPO
96	G144ED	2004 Eldorado	34-Pass BS (Del)	4U2ZACB8W6C83244	11,258.00	938.17	7/28/06	YCAT	0.00 YMPO
101		2004 Eldorado	34-Pass BS	4U2ZACB8W6C83242	11,258.00	938.17	8/2/06	YCAT	0.00 YMPO
102		2003 Eldorado	34-Pass BS	1N9PMAC82C2C84245	9,420.00	701.67	11/28/06	YCAT	0.00 YMPO
105		2003 Eldorado	34-Pass BS	1N9PMAC82C2C84226			12/6/2006	YCAT	0.00 YMPO
YMO Vehicles used to Transport DAR clients									
46	G104CW	2001 Ford	E450 16 Pass L/R	1FDXE455X1HA18324	114,772.54	9,364.36			
67	G26ED	2004 Supreme	12-Pass BS	1FDXE455S44HAI8158	3,697.00	308.08	12/1/01	Dar	0.00 YMPO
68	G26ED	2004 Supreme	12-Pass BS	1FDXE455S44HAI8159	4,541.00	378.42	7/20/04	Dar	0.00 YMPO
69	G26ED	2004 Chev	Venture-Ramp	1GBDX23E4021804	1,905.00	158.75	8/10/04	Dar	0.00 YMPO
70	G26ED	2004 Chev	Venture-Ramp	1GBDX23E4021806	1,905.00	158.75	8/10/04	Dar	0.00 YMPO
71	G26ED	2004 Chev	Venture-Ramp	1GBDX23E4021807	1,905.00	158.75	8/10/04	Dar	0.00 YMPO
82	G112EJ	2005 Chev	Venture W/Lift	1GSDV13E18D17172	3,206.00	267.17	5/1/05	Dar	0.00 YMPO
83	G112EJ	2005 Chev	Venture W/Lift	1GSDV13E18D17058	3,206.00	267.17	5/1/05	Dar	0.00 YMPO
84	G111EJ	2005 Chev	Venture W/Lift	1GSDV13E18D17292	3,206.00	267.17	5/1/05	Dar	0.00 YMPO
85	G111EJ	2005 Chev	Venture W/Lift	1GSDV13E18D17102	3,206.00	267.17	5/1/05	Dar	0.00 YMPO
103	G006EY	2007 EL Dorado	WITH LIFT BS	1FOWE35S56H136809			11/28/06	Dar	0.00 YMPO
104	G006EY	2007 Chev	WITH RAMP VN	1GSDV131470127537			11/28/06	Dar	0.00 YMPO
105	G006EY	2007 Chev	WITH RAMP VN	1GSDV131570118108	3,206.00	267.17	11/28/06	Dar	0.00 YMPO
Vehicles used to Transport Other STS Clients									
35	WCAN630	2000 Chevrolet	Astrovan Minivan	1GNDCM15W16YB15795	1,625.00	135.25	8/24/00	10-STS	19,855.21 ADOT L
39	WC88S23	2000 Chevrolet	Express Van	1GAHG39J1Y1213869	1,550.00	129.17	5/17/01	10-STS	17,500.00 Fisher C
49	WC88W38	2002 Eldorado	Aerol L/R	1FDWE35S2ZHE14960	3,233.00	269.42	10/28/02	10-STS	39,569.81 ADOT
50	WC88W44	2002 Ford	BS S315 E350	1FBSS31S42H816281	1,790.30	149.19	10/28/02	10-STS	26,199.00 ADOT
51	WC88W44	2002 Ford	BS S315 E350	1FBSS31S42H816282	1,790.00	149.17	10/28/02	10-STS	26,199.00 ADOT
54	WC88W22	2003 Ford	BS	1FBSS31S42H816242	1,630.00	154.17	8/21/03	10-STS	25,620.00 ADOT
74	WC88W34	2004 Eldorado	W/Lift	1FDWE35S54HE15820	1,922.00	160.17	9/13/04	10-STS	40,558.00 ADOT
86	WC88W37	2005 Eldorado	W/Lift	1FDWE35S54HE16315	3,206.00	267.17	9/14/05	10-STS	43,116.00 ADOT
91	WC88W38	2005 Eldorado	W/Lift	1FDWE35S54HE16840	2,437.00	203.08	4/17/06	10-STS	45,972.00 ADOT
92	WC88W34	2005 Eldorado	W/Lift	1FDWE35S54HE16845	2,437.00	203.08	4/17/06	10-STS	45,972.00 ADOT
97	WC88W31	2005 Eldorado	W/Lift	1FDWE35L36DA14963	4,541.00	378.42	8/9/06	10-STS	45,322.00 ADOT
98	WC88W31	2005 Eldorado	W/Lift	1FDWE35L36DA14964	4,541.00	378.42	8/9/06	10-STS	45,322.00 ADOT
Vehicles Used By STS Mgt.									
44	WC88W14	2001 Chev	VTR Van	1GNDCM15W16YB15795	1,501.00	125.08	10/17/01	SR	21,824.25 ADOT
48	WC88W14	2002 Dodge	Ram 1500	1D3H1U12Z1J137382	2,141.00	178.42	6/7/02	Male	29,971.28 Fisher C
79	G02RYN	2005 Chev	Malibu	1G1ZU548Z5F214382	2,883.00	221.92	4/1/05	Ed	22,805.25 Fisher
Vehicles used by SAG Programs									
34	G26F8	1997 Dodge	Caravan	2B4FP2534VR401806	1,378.00	114.82	8/23/00	Med/Trip	11,850.00 Chevy Fin
40	WC88S23	2000 Chevrolet	Express Van	1GAHG39J1Y1213869	1,550.00	129.17	5/18/01	16-DIO	17,500.00 Fisher C
41	WC88S23	2000 Chevrolet	Astro Van	1GNDCM15W16YB15795	1,441.00	120.08	5/18/01	S-PC	15,118.00 Fisher C
45	WC88W15	2001 Chev	VTR Van	1GNDCM15W16YB15795	1,501.00	125.08	10/17/01	21-18H D	21,824.25 ADOT
47	75A8K	2002 Chevrolet	Venture	1GNDCM15W16YB15795	1,478.00	122.50	3/22/02	17-PA	19,500.00 Fisher C
53	WC88W31	2003 Ford	BS	1FBSS31S42H816243	1,630.00	154.17	8/21/03	15-Carl	25,620.00 ADOT
56	0684K	2003 Chev	Venture	1GNDCM15W16YB15795	1,843.00	156.32	9/28/03	3-29H-SI	19,825.00 Fisher
67	WC88W38	2003 Eldorado	W/Lift	1FDWE35S54HE16315	3,380.00	281.67	11/24/03	09-M-Ave	39,114.00 ADOT
62	WC88W38	2004 Honda	Civic	2HGCS1634H5010660	2,099.00	171.06	5/25/04	13-HCS	14,919.80 CC Mtrs
72	320RDX	1999 Chev	S-10	1GCCS1945XK118247	2,027.00	168.92	8/15/04	Male	8,675.00 Donated
75	WC88W38	2004 Eldorado	W/Lift	1FDWE35S54HE15821	1,922.00	160.17	9/13/04	15-OrD	40,958.00 ADOT
80	0035820	2004 Honda	Sonata	1K4HWP3584A104407	2,281.00	190.08	4/1/05	13-HCS	16,473.00 Karl Mode
81	964RYM	2004 Honda	XG350	1K4HWP3584A104407	2,281.00	190.08	4/1/05	19-SH2	19,321.00 Karl Mode
87	WC88W38	2005 Eldorado	W/Lift	1FDWE35S54HE16316	3,206.00	267.17	5/14/05	Sharon L/R	43,116.00 ADOT
88	WC88W38	2005 Dodge	Caravan	1D4GP25676B513007	1,588.00	132.17	10/24/05	4-6H-Ave	16,335.32 Fisher
93		2005 Dodge	Grand Caravan	1D4GP24R06B514134	1,682.00	141.00	6/13/06	13-HCS	27,021.06 Fisher
94	WC88W38	2005 Chevrolet	Uplander Van	1GNDCM15W16YB15795	1,682.00	141.00	6/23/06	7-29H-P	22,333.25 ADOT
99	WC88W38	2005 Eldorado	W/Lift	1FDWE35L36DA14962	4,541.00	378.42	8/9/06	08-2nd	45,322.00 ADOT
100	WC88W38	2005 Eldorado	W/Lift	1FDWE35L36DA14962	4,541.00	378.42	8/9/06	2-PV	45,322.00 ADOT
Vehicles used by Saguaro Staff									
89	WC88W38	2005 Jeep	Cherokee	1J4HR581850672044	1,588.00	132.17	10/24/05	01-Mile	38,069.00 Fisher
25	G78205	1976 Trailer	Hauling Trailer	AZ201087	317.00	26.42	2/15/96	10-STS	122.00 Nico De
Vehicles not used - For Sale									
7	WC88W38	1997 Ford	Wheelchair L/R	1FDXE35S54HE15821	3,697.00	308.08	9/10/97	8-32nd	41,272.00 ADOT L
8	9550CK	1996 Dodge	Minivan Caravan	2B4FP2534VR401806	1,441.00	120.08	8/22/98	O.O.S.	17,457.00 Fisher C
28	WC88W38	1998 Ford	Cutaway W/Lift	1FDWE35S54HE15821	3,697.00	308.08	2/5/99	10-STS	45,322.24 ADOT
29	WC88W38	1999 Dodge	Caravan	2B4GP25676B513007	1,441.00	120.08	6/18/99	O.O.S.	19,415.55 ADOT

FILENAME: Vehicles - Assets

Page 1 of 1

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